HONDA ServiceNews August 2002

Use the Right S/M and ETM for the Job

To fix your customer's vehicle right the first time, it's important to use the right S/M and ETM. It's also important to use the latest release, especially when the manual spans multiple years. During any given model's life cycle, the S/M and ETM are updated to support the current model year, and are corrected or revised to reflect any errors discovered during the past year. Here's a handy chart that sorts it out.

Model	Year	S/M	ETM
Accord L4 (Sedan, Coupe)	1995–97	Accord (individual years)	Accord (individual years)
	1998–02	1998–02 Accord	1998–02 Accord
Accord V6 (Sedan, Coupe)	1995–97	Accord (individual years) 1995–97 Accord V6 Supplement	Accord (individual years)
	1998–02	1998–02 Accord 1998–02 Accord V6 Supplement	1998–02 Accord
Civic (Sedan, Coupe, Hatchback)	1996–00	1996–00 Civic	1996–00 Civic
Civic Sedan	2001–02	2001–02 Civic	2001–02 Civic
Civic Coupe	2001–02	2001–02 Civic 2001–02 Civic Coupe Supplement	
Civic Si	2002	2002 Civic Si	2002 Civic Hatchback
Civic GX	2001–02	2001–02 Civic 2001–02 Civic GX Supplement	2001–02 Civic
Civic Hybrid	2003	2003 Civic Hybrid	2003 Civic Hybrid
CR-V	1997–01	1997–01 CR-V	1997–01 CR-V
	2002	2002 CR-V	2002 CR-V
Insight	2000	2000 Insight	2000–02 Insight
	2001	2000 Insight 2001 Insight Supplement (2nd Edition)	
	2002	2000 Insight 2001 Insight Supplement (2nd Edition) 2002 Insight Supplement	
Odyssey	1995–98	Odyssey (individual years)	Odyssey (individual years)
	1999–02	1999–02 Odyssey	1999–02 Odyssey
Pilot	2003	2003 Pilot	2003 Pilot
Prelude	1997–99	1997–99 Prelude	1997–01 Prelude NOTE: The 1997–99 Prelude ETM has been updated with a 1997–01 sticker.
	2000	1997–99 Prelude 2000 Prelude Supplement	
	2001	1997–99 Prelude 2000 Prelude Supplement 2001 Prelude Supplement	
S2000	2000–02	2000–02 S2000	2000–02 S2000

Advanced Diagnostics Now on ISIS

OBD II Advanced Diagnostics info for '96–97 Accords, '97–01 CR-Vs, and '96–02 Odysseys are now available exclusively on ISIS. Advanced Diagnostics info includes enhanced system descriptions, OBD II monitor enable criteria, DTC malfunction thresholds, driving patterns, and MIL illumination and clearing details that can help in troubleshooting and repair. Plus many of the tips you'll find in the procedures can be used on other Honda models. These Advanced Diagnostics are just a few clicks away on ISIS. Here's how to access them:

- From the main ISIS screen, click on **SEARCH BY VEHICLE**.
- From the **Model** pull-down menu, click on the appropriate model; from the **Year** pull-down menu, click on the appropriate year.
- From the **Select Subject** pull-down menu, click on **DTC Troubleshooting**.
- Click on **Control System DTCs** to open up the path, then click on **ECM** or **PCM**, as appropriate. To begin seaching, just click on **CLICK HERE TO SEARCH**.
- A list of all ECM- or PCM-related publications available on ISIS appears. Scroll down the screen until you find the Advanced Diagnostics procedure you want, then click on it to open it up.

During the next few months, we'll publish Advanced Diagnostics info for *all* the remaining '95.5 and later OBD II vehicles. Check **What's in ISIS So Far** for the latest info.

Help Tech Line Help *You*

When Tech Line finds new or updated repair info, they try to call you right back. But automated dealership phone systems have made this a daunting if not impossible task.

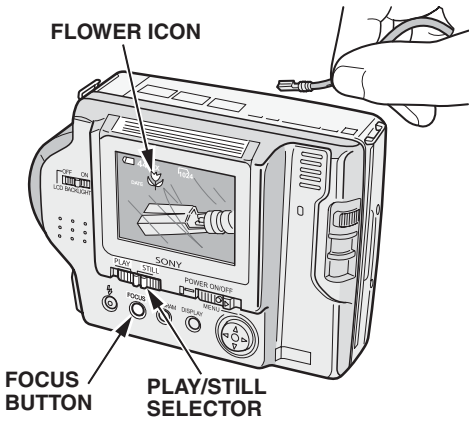
To help Tech Line reach you quickly or to help you with a real-time repair, ask your service manager about installing a separate phone line in the service area dedicated just to inbound and outbound Tech Line calls. This line should have a cordless phone so Tech Line can be talking to you while you're busy working on your customer's vehicle.

If you have a cell phone, give Tech Line the phone number each time you call, so it can be updated on the contact. If you *don't* do this, the Tech Line computer enters the default phone numbers for your dealership or service department.

Recording Close-Ups With a Mavica Digital Camera

If you're photographing small objects or trying to capture details with a Mavica digital camera, you need to use the camera's close-up feature. For a Mavica, that means switching to the macro mode. Here's how to do it:

1. Set the **PLAY/STILL** selector on the back of the camera to **STILL**.



2. Press the **FOCUS** button repeatedly until the flower (macro) icon appears on the LCD screen. You're now in the macro mode. With the zoom set to wide angle, you can shoot a subject that's as close as **3 cm (1 3/16")** from the lens.
3. To return to normal mode, just press the **FOCUS** button repeatedly until both the flower icon and the hand icon disappear from the screen. For more info, see page 35 of the *Operating Instructions*.

No Aftermarket Leather Seat Covers With Side Airbags

Never install aftermarket leather seat covers on Honda vehicles with side airbags. Here's why:

- The occupant position detection system (OPDS) sensors attached to the seat-back foam are calibrated to sense through the seat cover. If the cover material changes, the OPDS could malfunction or turn on the SRS indicator.
- Side airbags that deploy through the seat bolster seam are sewn with a special thread that bursts and positions the side airbag to protect the occupant. This thread *isn't* available to the aftermarket, which means you *must* replace the seat cover whenever a side airbag deploys or a seat cover is damaged.
- Side airbags that deploy through a plastic lid ('01–02 Civics and '02 CR-Vs) still have OPDS sensors that are calibrated to match the seat cover material.

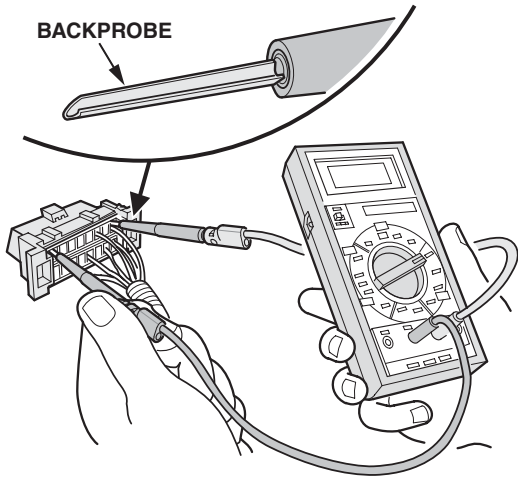
Got DTC P1457? Check the EVAP Bypass Solenoid Valve

On '99–00 Civics, if the MIL comes on with DTC P1457 [leak detected in EVAP control system (EVAP control canister system)], check for a faulty EVAP bypass solenoid valve. A faulty bypass solenoid valve can damage the ECM/PCM. Follow this procedure to diagnose and fix the problem.

1. Raise the vehicle on a lift.
2. Lower the fuel tank (see page 11-242 of the 1996–00 Civic S/M).
3. Measure the resistance of the EVAP bypass solenoid valve. It should read **32 ohms ± 2 ohms**.
   - If the resistance is **less than 30 ohms**, replace the EVAP bypass solenoid valve (P/N 17012-S01-A00, H/C 5999016), and then go to step 4.
   - If the resistance is **30 ohms or more**, do S/B 02-007, *EVAP System Function Testing and Diagnostics With the PGM Tester*, found under Fuel and Emissions.
4. Connect the PGM Tester to the 16P data link conner (DLC).
5. Retrieve and record the Test ID (TID) info from the vehicle's ECM/PCM (see S/B 02-007, *EVAP System Function Testing and Diagnostics With the PGM Tester*, found under Fuel and Emissions, for details). Make sure you include any values for TID$2E. Clear the DTC.
6. Run the EVAP System Function Test (see S/B 02-007 for details).
   - If the EVAP system passes the test, the repair is complete. Disconnect the PGM Tester. Reinstall the fuel tank (see page 11-242 of the S/M). Go to step 7.
   - If the EVAP system fails the test, recheck the system for loose connectors or vacuum hoses. If you *can't* find any problems, replace the ECM/PCM (see page 11-83 of the S/M).
7. Run the EVAP System Function Test again.
   - If the EVAP system passes the test, the repair is complete. Disconnect the PGM Tester, and reinstall the fuel tank.
   - If the EVAP system fails the test, do both procedures in S/B 02-007 to isolate the cause.

Testing Electrical Circuits

When using electrical test equipment, *always* insert the tester probe into the *wire* side of the connector, *not* the *terminal* side.



For best results, use a Backprobe Set (T/N 07SAZ-001000A). If you need just the backprobe, order T/N 07TAZ-001020A.

Ticking or Clicking From the Dashboard

Are owners of '99–02 Odysseys complaining of a ticking or clicking coming from either side of the dashboard when going over small bumps? The culprit may be spot weld burrs where the front damper attaches to the strut tower.

To check which side of the dashboard the noise is coming from, slowly drive the vehicle at an angle over a driveway entrance. If needed, hook up a ChassisEAR diagnostic tool (T/N JSP-SM06600).

After you've determined which side of the dashboard is making the noise, do this to quiet the noise:

1. Remove the affected damper (see page 18-19 of the 1999–02 Odyssey S/M).
2. Look at the top damper mounting plate for shiny spots or witness marks.
3. Look up into the damper tower, and check for burrs or the cause of the witness marks.
4. Carefully grind the spot weld burrs, removing as little paint as you can.
5. Apply touch-up paint to the bare metal, and let it dry.
6. Reinstall the damper, and torque the three mounting plate nuts to **62 N·m (46 lb-ft)**. (This torque spec is different from the S/M.)

Non-Honda Accessories Can Cause Problems

Most aftermarket parts *aren't* specifically designed for Honda vehicles. Using non-Honda accessories can cause a variety of vehicle problems. This handy chart shows you what kind of problems you can expect.

Product	Condition	Problem(s)
Alarm	Connecting the system to the ceiling light circuit to monitor the doors.	May overload the safety indicator and burn out its printed circuit board.
	Connecting the system to the starter cut relay circuit.	The transmission may "think" it's in two gears at the same time, causing A/T DTC P1705 (A/T gear position switch short to ground) to set.
CD Changer	The product uses non-standard wires and connectors.	May cause internal damage to the audio unit.
Cold or Fresh Air Intake System	The system *doesn't* separate water from air. Driving through deep, standing water can splash water into the engine.	Water in the engine (hydrolock) can bend the connecting rods. Bent rods eventually break and destroy the engine.
Leather Seat Covers	Installing the product in a vehicle with side airbags	May interfere with the occupant position detection system (OPDS) and cause SRS DTC 15-3 (faulty OPDS sensor) to set. Could affect proper deployment of side airbags.
Remote Starter System	Disabling the immobilizer system to install the system. (Some remote starter systems require this.)	Without an active immobilizer system, the vehicle is an easy target for theft. The transmission may "think" it's in two gears at the same time, causing A/T DTC P1705 (A/T gear position switch short to ground) to set.
Seat Heaters	Installing the product in a vehicle with side airbags.	May interfere with the occupant position detection system (OPDS) and cause SRS DTC 15-3 (faulty OPDS sensor) to set.
Starter Cut Device	The product *doesn't* have enough current capacity to power the starter, causing a drop in voltage.	A drop in voltage can cause the starter motor to grind or the parts of the starter system to fail prematurely. The transmission may "think" it's in two gears at the same time, causing A/T DTC P1705 (A/T gear position switch short to ground) to set.
Sub-Woofers	Mounting the product on the floor of the trunk with sheet metal screws.	The screws can damage the onboard refueling vapor recovery (ORVR) components, the fuel tank, and other important parts of the fuel system, causing DTC P1456 [EVAP control system leakage (fuel tank system)] to set.
Wheels	Wheel offset (distance from the face of the hub to the middle of the rim) is incorrect.	Puts extra stress on the wheel bearings, ball joints, control arms, and control arm bushings. Incorrect offset also exaggerates vibration problems and the vehicle's reaction to uneven roads. (See the article "What's Rough, Rutted Road Wander?" in the April '96 issue of *ServiceNews*.)
	Hole in the center of the wheel is larger than the hub flange.	Honda wheels are hub-centric. If the hole is too big, the lug nuts are the *only* thing centering the wheel on the hub. This can cause steering wheel oscillation even if the wheels and tires are correctly balanced.

HONDA ServiceNews

©2002 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

ASN 24231 (0208)